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LYOYD'S REGISTER OF SHIPPING.

GOOTHEBURG,

2nd September, 1948.

The Secretary,

LONDON.

Dear Sir,

M.T. "OLJAREN".

With reference to our Report No. 16207 on the all-welded motor tanker "OLJAREN", which is being forwarded to you by this mail, I think it well to state that the extra strengthening fitted in this case has been agreed between the Owners and the Builders in conference with ourselves and the representative of the Underwriters.

The leakage in the longitudinal bulkhead are due to the "hard points" at the end of the top girders on the transverse bulkheads and the previous fitting of hollowed brackets at these points appears to have cured the trouble in the meantime.

As regards the transverses and struts in the wing tanks, I think it well to point out that this vessel is the first of Messrs. Notaverken's small type of tanker to be built with their new design of structure. This design is, however, similar to that adopted in the same builders large tankers, viz:-

Yard No. 546 "SAN ANTONIO" (ex "H. H.")
" 550 "JULIUS"
" 555 "SAN JOSE" (ex "BUENOS AIRES")
" 581 "CONSTANCE"
" 609 "ARABIAN QUEEN".

and, as far as is known here, there has been no trouble in these vessels in respect of the transverse and struts in the wing tanks.

It will be noted that this is a further occasion on which fractures have been found when tankers are sailing in ballast and the ballast is changed at sea in order to clean the tanks en route. You will no doubt recall that this subject was referred to in my letter dated the 4th February last in respect of the M.T. "PALSTERBORUS" and her sister vessels.

Yours faithfully,

S. TOWNSEND.

Lloyd's Register
Foundation